**RTIP ID#** *(required)* LA0G208

**TCWG Consideration Date**

**Project Description** *(clearly describe project)*
The City of Calabasas proposes to replace the existing Lost Hills Road Overcrossing and modify the interchange (proposed project). The proposed project area includes the bridge and the on- and off-ramps located at the US-101 / Lost Hills Road Interchange. The existing US-101 is an eight-lane facility, with four mixed-flow lanes in each direction. The US-101 / Lost Hills Road interchange has signalized intersections at the on- and off-ramps for the existing diamond interchange.
*(see additional sheet)*

**Type of Project** *(use Table 1 on instruction sheet)*
Reconfigure existing interchange.

| **County** | **Narrative Location / Route & Postmiles** |
|---|---|
| Los Angeles | Existing Lost Hills Road / U.S. Highway 101 (US-101) overcrossing and interchange near the City of Calabasas in Los Angeles County – Caltrans District 7. US-101 PM 31.9 / 32.3<br><br>**Caltrans Projects – EA#** 0700000419 |

**Lead Agency:** State of California Department of Transportation

| **Contact Person** | **Phone#** | **Fax#** | **Email** |
|---|---|---|---|
| Andrew Yoon | (213) 897-6117 | (213) 897-1634 | andrew_yoon@ |

**Hot Spot Pollutant of Concern** *(check one or both)* **PM2.5 X PM10 X**

**Federal Action for which Project-Level PM Conformity is Needed** *(check appropriate box)*

| **Categorical Exclusion (NEPA)** | | **EA or Draft EIS** | **FONSI or Final EIS** | **PS&E or Construction** | **Other** |
|---|---|---|---|---|---|
| | X | | | | |

**Scheduled Date of Federal Action:** Sep 2011

**NEPA Delegation – Project Type** *(check appropriate box)*

| **Exempt** | | **Section 6004 – Categorical Exemption** | | **Section 6005 – Non-Categorical Exemption** |
|---|---|---|---|---|
| | | | X | |

**Current Programming Dates** *(as appropriate)*

| | **PE/Environmental** | **ENG** | **ROW** | **CON** |
|---|---|---|---|---|
| **Start** | Jan 2009 | Aug 2010 | Jun 2011 | Aug 2012 |
| **End** | Dec 2011 | Jun 2012 | Jun 2012 | Feb 2014 |

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*
Purpose:
Caltrans proposes to replace the existing Lost Hills Road overcrossing bridge and interchange. It is currently inadequate due to closely spaced intersections in the vicinity of the overcrossing and the relatively high intersecting traffic flows, especially for the future growth conditions. The proposed improvements would increase roadway widths for the proper lane arrangements. In addition to the bridge inadequacies, the existing US-101 northbound and southbound ramps do not meet the current and future traffic demands. Without the Proposed Project, these conditions would continue to worsen as result of the continued population growth in the area.

The purpose of this proposed project is to: 1) improve mobility and safety by reducing existing and forecasted traffic congestion on Lost Hills Road and the US-101 freeway ramps within the proposed project limits; 2) reduce congestion due to lane merging on the bridge and queue backup between intersections; 3) boost traffic operations by improving vehicle flow at the interchange; and 4) enhance safety with better traffic movement.
*(see additional sheet)*

**Surrounding Land Use / Traffic Generators** *(especially effect on diesel traffic)*
Existing land uses surrounding the proposed project site include a single-family residential development to the northwest, commercial uses to southwest, land under development to the southeast, and undeveloped County owned property to the northeast.
*(see additional sheet)*

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**
Proposed facility information is based on traffic information on Lost Hills Rd between the US101 NB and US101 SB ramps. Build and No Build scenarios have identical traffic volumes. This is because the traffic analysis forecast was based on future land uses, future project development, and the Los
*(see additional sheet)*

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**
Proposed facility information is based on traffic information on Lost Hills Rd between the US101 NB and US101 SB ramps. Build and No Build scenarios have identical traffic volumes. This is because the traffic analysis forecast was based on future land uses, future project development, and the Los
*(see additional sheet)*

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**
Cross-street information is based on traffic information on US101 Mainline Back (west of Lost Hills Rd) and US101 Mainline Ahead (east of Lost Hills Rd). Build and No Build scenarios have identical traffic volumes. This is because the traffic analysis forecast was based on future land uses,

*(see additional sheet)*

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**
Cross-street information is based on traffic information on US101 Mainline Back (west of Lost Hills Rd) and US101 Mainline Ahead (east of Lost Hills Rd). Build and No Build scenarios have identical traffic volumes. This is because the traffic analysis forecast was based on future land uses,

*(see additional sheet)*

**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*
The proposed improvements are expected to relieve congestion within the project area only by moving local residents and regional commuters through the interchange more efficiently. The changes are not expected to result in a redistribution of traffic to or from adjacent interchanges nor have a considerable effect on other facilities.

**Comments / Explanation / Details** *(attach additional sheets as necessary)*
The Lost Hills Road Overcrossing provides the only emergency access to the residential community to the north and improving the operating conditions at the interchange will result in an overall operational improvement and improved emergency vehicle access.

Also, the current vertical clearance of the overcrossing is deficient at 15.42 ft. at its lowest point. The current overcrossing has a four span configuration with column bents located within the median and along the outside shoulders of the US-101 Freeway. This configuration cannot accommodate any future additional lanes on the US-101 Freeway.

Based upon the US-101/Lost Hills Road Interchange traffic study, regional trips were estimated to increase by 31 percent between now and the year 2040, about one percent per year.

*(see additional sheet)*

# Additional Sheet

**Project Description**
The No-Build alternative (Figure 1) would retain the existing roadway condition. The existing features include a non-standard vertical clearance under the Lost Hills Road Overcrossing, with non-standard shoulders, an abrupt northbound merge on the bridge, and lack of left turn storage. The existing bridge is 39.7 ft wide with 6.8 ft of sidewalk and 32 ft of roadway. The existing north end of the bridge has two lanes, one in each direction, while the existing south end accommodates three lanes, two northbound lanes and one southbound lane. The two northbound lanes merge abruptly into one lane in the middle of the bridge. This no-build alternative would leave the City of Calabasas with a growing congestion problem at this location.

The Build alternative (Figure 2) features a Cloverleaf interchange (on-and-off ramp) that replaces the existing northbound on- and off-ramp. The Build alternative considers a new Type L-7 one-quadrant Cloverleaf Interchange according to the Highway Design Manual section 502.2(c) with an on-ramp for northbound US-101, and the closure of the existing US-101 northbound on-ramp. The new cloverleaf northbound on-ramp would serve both northbound and southbound traffic on Lost Hills Road. Access to the residential community to the northwest of the interchange would remain at Canwood Street. The new cloverleaf on-ramp will be located approximately 500 feet north of Canwood Street.

The new loop onramp would be able to handle the large volume of traffic entering US-101 northbound from Lost Hills Road. In addition, safety for local residents would improve due to the removal of a pedestrian crosswalk at the existing US-101 northbound on-ramp.

Canwood Street would remain (existing neighborhood access) as the primary access road to the residential community to the northwest. The intersections of Lost Hills Road / US-101 northbound ramps and Lost Hills Road / Canwood Street would be signalized as part of the Build alternative. The on / off ramps at the southbound US-101 will remain the same half-diamond configuration.

In addition to the replacement of the existing northbound on- and off-ramp, the Build alternative includes improvements to the US-101 southbound ramp (correcting a horizontal station line shift at the southbound on- and off-ramps) and the elimination of bridge deficiencies by providing a minimum permanent vertical clearance of 19.2 ft and temporary vertical clearance of 15.1 ft over the ultimate 10-lane US-101 Freeway and the interim 8-lane US-101 Freeway configurations. Additional design features include ramp metering on all the reconstructed on-ramps; a CHP enforcement pad on the northbound on-ramp; and landscaping consistent with the aesthetic theme of this section of US101.

**Project Need**
The US-101 Freeway provides the primary regional access for the City of Calabasas and adjacent cities, within the western part of Los Angeles County. The proposed improvement to Lost Hills Road Overcrossing and US-101 Freeway interchange would substantially enhance the traffic operation. The ramp intersections are currently operating at a LOS B or C for the AM and PM peak hours. It should be noted that the actual operating conditions tend to be worse than indicated by the theoretical level of service calculation. Based on the traffic forecasts for 2040, a worst-case LOS D will occur for the AM peak hour, and a LOS F will occur for the PM peak hour. Current congested conditions would continue to cause delay for local traffic and regional commuters. The project would improve commuter travel.

The Lost Hills Road Overcrossing provides the only emergency access to the residential community to the north and improving the operating conditions at the interchange will result in an overall operational improvement and improved emergency vehicle access. The structure is 6km from a M6.25 fault and could possibly be vulnerable for near fault effects and vertical acceleration effects. Also, the current vertical clearance of the overcrossing is deficient at 15.42 ft. at its lowest point. The current overcrossing has a four span configuration with column bents located within the median and along the outside shoulders of the US-101 Freeway. This configuration cannot accommodate any

future additional lanes on the US-101 Freeway.

Based upon the US-101 / Lost Hills Road Interchange traffic study, regional trips were estimated to increase by 31 percent between now and the year 2040, about one percent per year. Caltrans' policy is to maintain freeway mainline and ramp operations and to improve LOS based on the Guide for the Preparation of Traffic Impact Studies. Without the proposed improvements, population growth and increasing travel demand would present even greater challenges to an already overtaxed transportation facility.

The proposed project is intended to achieve the following goals:

- To improve existing and future traffic flows for the future growth conditions in the area;
- To decrease travel times for travelers; and,
- To improve safety for local residents and regional commuters;

**Surrounding Land Use / Traffic Generators**
The Lost Hills Bridge provides the only outlet for the community of Saratoga Hills and is the only inlet / outlet for the Calabasas Landfill No. 5, at 5300 Lost Hills Road.

Planned land use designations for the site vicinity include a commercial center with five, one-story buildings, totaling approximately 70,100 gross square ft (gsf) of commercial space is under development at the northeast corner of the Agoura Road and Lost Hills Road intersection and an approximately 73,500 gsf of commercial shopping center on East Monte in Calabasas . Vehicle trips associated with the future development of these commercial areas would access Lost Hills Road.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**
Angeles Congestion Management Program (CMP) growth rates. These factors are independent of the interchange alternatives. Build and No Build total 2012 AADT = 13,045, with a truck percentage of 5% used for trucks, the Truck AADT would be 652.

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**
Angeles CMP growth rates. These factors are independent of the interchange alternatives. Build and No Build total 2040 AADT = 15,769, with a truck percentage of 5% used for trucks, the Truck AADT would be 788.

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**
future project development, and the Los Angeles CMP growth rates. These factors are independent of the interchange alternatives. Build and No Build total 2012 AADT for US101 Mainline Back = 177,176, with a truck percentage of 5% used for trucks, the Truck AADT would be 8,859. Build and No Build total 2012 AADT for US101 Mainline Ahead = 181,295, with a truck percentage of 5% used for trucks, the Truck AADT would be 9,065.

The proposed project does not include any improvements to the US-101 mainline

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**
future project development, and the Los Angeles CMP growth rates. These factors are independent of the interchange alternatives. Build and No Build total 2040 AADT for US101 Mainline Back = 225,329, with a truck percentage of 5% used for trucks, the Truck AADT would be 11,266. Build and No Build total 2040 AADT for US101 Mainline Ahead = 230,574, with a truck percentage of 5% used for trucks, the Truck AADT would be 11,529.

The proposed project does not include any improvements to the US-101 mainline

**Comments / Explanation / Details**
Without the proposed improvements, population growth and increasing travel demand would present even greater challenges to an already overtaxed transportation facility. This alternative would meet the need and purpose of the proposed project. The new loop onramp would be able to handle the large volume of traffic entering US-101 northbound from Lost Hills Road. Safety for local residents would improve due to the removal of a pedestrian crosswalk at the existing US-101 northbound on-ramp.

Four intersections were analyzed using HCM Methodology for Intersection Level of Service (LOS) for existing conditions (Year 2009), Project Opening Year (Year 2012), and Future Year (Year 2040).

- Lost Hills Road / Canwood Street
- Lost Hills Road / US-101 northbound ramps
- Lost Hills Road / US-101 southbound ramps
- Lost Hills Road / Agoura Road

**Intersection AM / PM LOS Summary**

| Cross Street @ Lost Hills | Existing 2009 | 2012 Conditions | | 2040 Conditions | |
|---|---|---|---|---|---|
| | | No-Build | Build | No-Build | Build |
| Canwood Street | A / A | A / A | A / A | A / A | A / A |
| US-101-NB Ramp | C / C | C / C | A / B | **D / F** | A / B |
| US-101-SB Ramp | A / A | A / A | C / A | A / A | B / A |
| Agoura Road | B / C | B / C | B / C | C / C | B / B |

**Intersection AM / PM Intersection Delays in Seconds Summary**

| Cross Street @ Lost Hills | Existing 2009 | 2012 Conditions | | 2040 Conditions | |
|---|---|---|---|---|---|
| | | No-Build | Build | No-Build | Build |
| Canwood Street | 6.2 / 6.0 | 6.4 / 8.9 | 4.1 / 3.3 | 9.1 / 8.9 | 2.9 / 2.5 |
| US-101-NB Ramp | 32.0 / 24.6 | 33.8 / 33.2 | 10.0 / 15.9 | **49.3 / 105.7** | 9.0 / 10.4 |
| US-101-SB Ramp | 3.1 / 6.0 | 3.3 / 5.9 | 21.2 / 4.6 | 3.3 / 6.0 | 15.5 / 3.1 |
| Agoura Road | 17.6 / 21.1 | 19.9 / 21.9 | 16.2 / 23.5 | 23.9 / 29.3 | 15.9 / 19.6 |

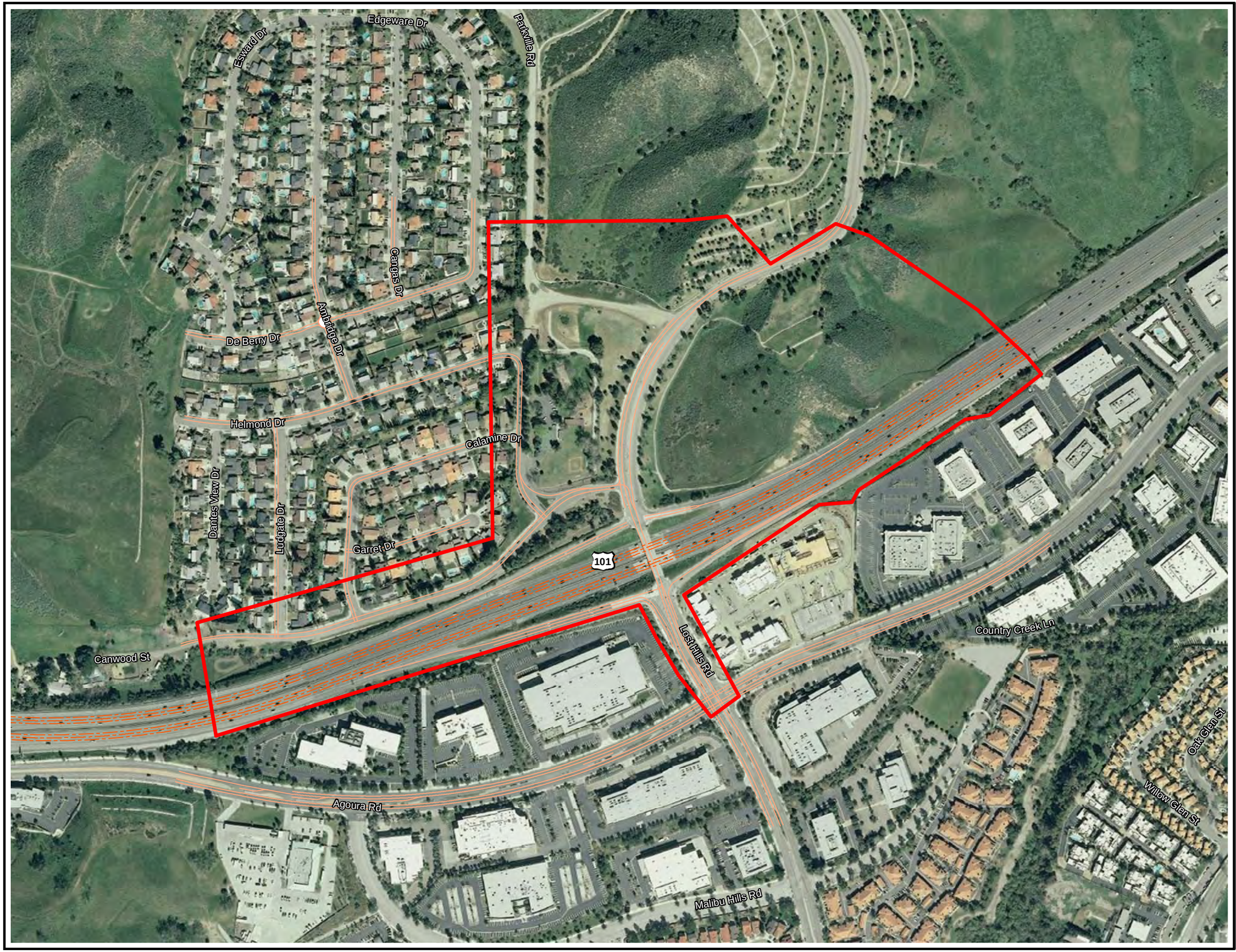



**Figure 1**

Alternative 1: No-Build Map

***Legend***

Project Area

US 101 / Lost Hills Interchange Improvement Project
City of Calabasas, CA

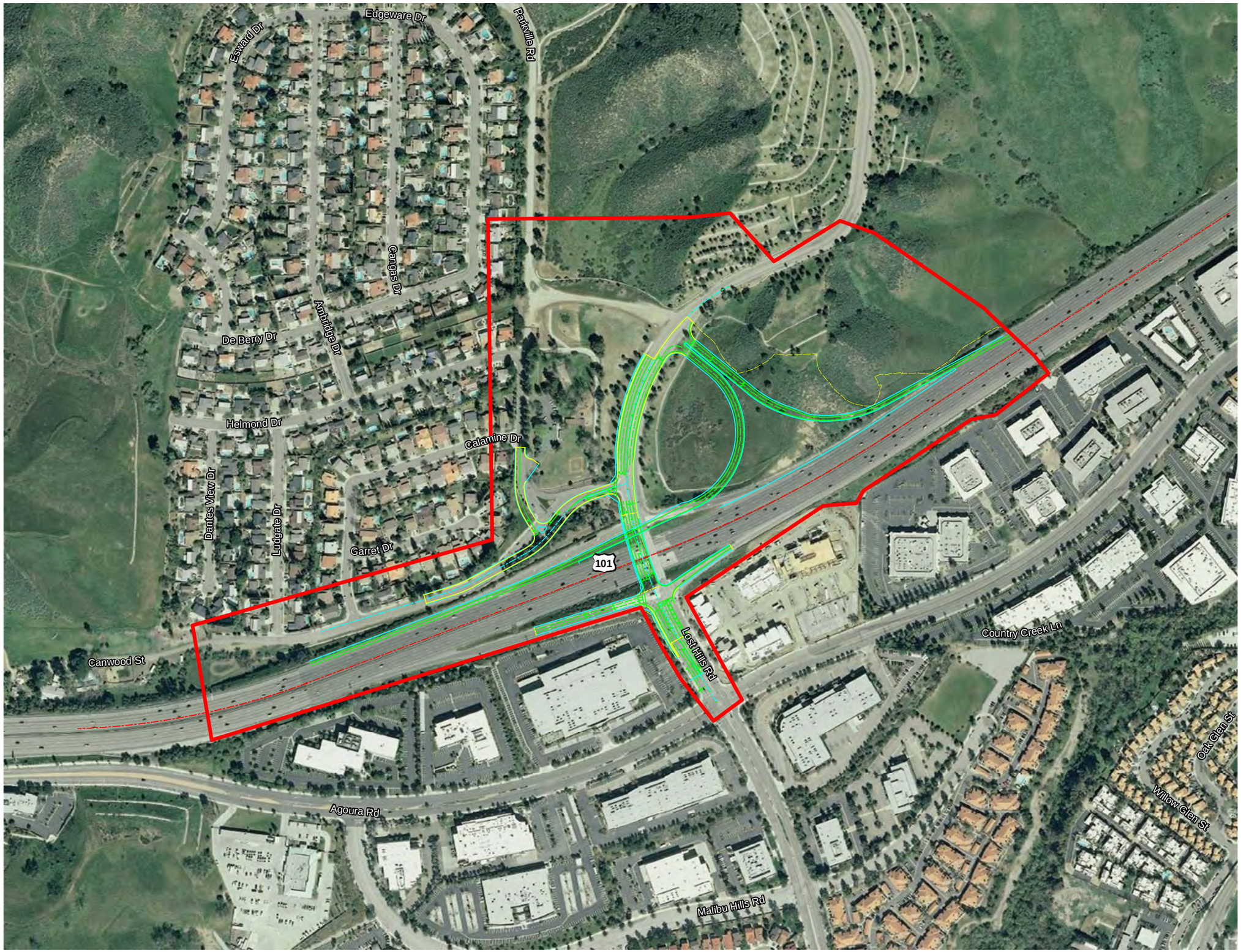
0 100 200 400
Feet

N
W E
S

1:4,500

06-20-2011

Chambers Group Inc.




# Figure 2

Alternative 7: Cloverleaf

***Legend***

Project Area

US 101 / Lost Hills Interchange
Improvement Project
City of Calabasas, CA

0 100 200 400
Feet

N
W E
S

1:4,500

06-20-2011

Chambers Group Inc.